

**CROSS PLAINS RURAL TRANSPORTATION COUNCIL**

**MINUTES - April 26, 2007**

**Thursday, 10:00 A. M.**

**Nortex Regional Planning Commission Conference Room**

**4309 Jacksboro Highway - Wichita Falls, Texas 76302**

**Voting Members**

James Cantwell, City of Bowie, CPRTC Vice Chairman

Judge Trey Carrington, Throckmorton County

Judge Gary Beesinger, Archer County

Dennis Wilde, Executive Director, Nortex Regional Planning Commission

Joe Singer, City of Iowa Park

Judge Ted Winn, Montague County

Ed Garnett, City of Vernon

Robert Patrick, City Manager

**TxDOT Staff**

Larry D. Tegtmeyer, Wichita Falls District Engineer

Danny Brown, Director of Transportation Planning & Development (TP&D)

Carolyn Askins, TP&D

Tammy Marlow, TP&D

James Kelley, Wichita Falls Area Engineer

Allan Moore, Vernon Area Engineer

Tim Hertel, Director of Operations

Wayne Bell, Gainesville Area Engineer

Joe Anderson, TxDOT

David Rohmer, TxDOT

Jesse Fleming, TxDOT

Adele Lewis, TxDOT

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**Other Participants**

Mike Lytle, State Representative Rick Hardcastle

Nora Hodges, Nortex Regional Planning Commission

Gary Hollowell, Cooke County

R. Dale Lewis, City of Burkburnett

Jerrie Sowards, Representative David Farabee

James Yohe, Nocona Economic Development Corporations

Jennifer Foster, Representative Robert Duncan

Tim James, City of Graham

Bryan Key, City of Throckmorton

Rhonda Poirot, Senator Estes

Marty Smith, Childress District TP&D

Terry Keener, Childress District D.E.

Ron Sellman, City of Gainesville

Elias Rmeili, Brownwood TP&D

Lindy Choate, Clay County

John Studer, City of Vernon

Danny Parker, City of Olney

Danny Addison, City of Holliday

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The Cross Plains Rural Transportation Council met at the Nortex Regional Planning Commission Conference Room, April 26, 2007 at 10:00 A.M.

1. **Welcome & Opening Remarks** – James Cantwell, Vice Chairman welcomed everyone to the quarterly CPRTC meeting.
2. **Self Introductions** – Introductions were made around the room.
3. **Public Comments**- There was no public comments.
4. **Approval of CPRTC January 18, 2007 Minutes** - A motion was made and seconded to approve the minutes from the January 18, 2007 meeting. Motion carried.
5. **Legislative Issues** - Mr. Larry Tegtmeyer gave a status report on legislative actions related to transportation and personnel. (Please see attached)
6. **Trans Texas Corridor Update** – Mr. Tegtmeyer gave an update on the Trans Texas Corridor and mentioned that it involves Cooke County in our District, but is of interest to the rest of our District. Mr. Tegtmeyer said TxDOT is still on schedule to select the recommended corridor and complete Tier I, the environmental process, by the end of this calendar year. TxDOT is still working through all the public comments and letters from our public meetings of last year. They are trying to combine this information to come up with a preferred corridor for TTC 35. At some point TxDOT will have to submit their preferred corridor to FHWA for their review, in about 6 months. I have asked our TTA division to keep us informed about the decision of the new corridor, the significance of the changes, so we will be able to go and visit with the Cooke County Judge and the commissioners before the information goes out to the public. We will make an effort to inform the local representatives early, so they will understand what is coming up on the Trans Texas Corridor. Mr. Tegtmeyer said the Dallas/Fort-Worth area was pushing for the loop around Dallas Fort Worth and TxDOT is looking at the loop.
7. **Other business** – Danny Brown gave a brief presentation regarding the funding levels at TxDOT. Mr. Brown said he wanted to give everyone a background of the funding and how the different categories are used in the different areas. There are two primary areas of funding, and they are the Statewide Preservation Program which is used to maintain the roadways we now have, and the Statewide Mobility Program, used to build new roadways and added capacity. These are the programs put together and used for TxDOT's construction program which is called the Unified Transportation Program (UTP). The Transportation Improvement Program (TIP) is the document that has federal projects listed. On taxable gallons sold the chart showed because of the increase in fuel there were fewer trips taken and overall the gallons used were flattened out. The diesel used for shipping materials and goods has continued to increase because of the Texas economy. The state motor fuel tax deposits had a slight increase on the gas tax we receive. The gas taxes we collect and send to the Federal

government, are sent back to us. If we send \$1.00, we receive about 70% or 80% back.

The Fed's looked at these same type charts in Safety-Lu and they determined how much Texas would get in the next several years. Some projections were a little high and now they will have to lower the federal government chart, which means returning funds. The federal government has asked TxDOT to send back some of the money or delay some of the projects scheduled in the future. We had \$300 billion of projects that had to be delayed. The transportation commission looked at the five goals that TxDOT has to pursue, which are reduce congestion, enhance safety, expand economic opportunity, improve air quality and increase the value of transportation assets. They looked at where this money needed to come from and they decided to take it from the enhancement program. The hike and bike trails and courthouses had the least good fit with our five goals so they took most of the \$300 million from enhancement. This was not a popular decision and there were a lot of people that get a lot of good out of the enhancement programs. This was not a favorable decision, but it had already been done. A couple months ago, we received another notification that we needed to send back an additional \$288 million that was rescinded. This time instead of taking money out of the enhancement program there were public meetings held, and the \$288 million was taken out of the remaining categories, which affects all of the construction dollars. This will affect the mobility money. At the same time TxDOT looks at the system that is in place and they are looking at the amount of money that is being spent on maintaining our system and to keep the system maintained, we will need to spend less on the mobility projects and use money for maintaining roadways. Danny mentioned that projects like Kell west extension would possible be delayed due to shortage of funds. Danny said the Kell West plans are complete and in Austin waiting to be let and to receive bids in August, 2007. Mr. Brown said we are hoping this is let before there is a cut in the funds. This project falls in Category 3 which is in the urban areas. The Category 4 funds affects the rural area, which is this group and this is the mobility or added capacity money. The Category 4 money is spent between the MPO areas. The projects that this would affect are US 277 expansion projects from south of Abilene to Wichita Falls. We have completed the reroute around Holliday and are working on the Seymour reroute and this corridor has 3 more projects which may be delayed. We have one to let in May, 2007, one in 2011 and 2015. These projects have a potential of being delayed. Also the 368 overpass has been placed in the 2009 and we have the plans in Austin waiting for it to be let at any time, but could be potentially delayed. The chances of excellerating those projects are a little less than the Kell west or the overpass. The US 277 route is considered a Phase I trunk system project and the Phase II project and next priority is US 82 from Henrietta to Nocona. With it being Phase II there is a high probability that this job will continue to be pushed out and delayed. We are working on that project now, with route studies being done to determine where this roadway will be. We are hoping to do as much as we can on this project and purchase the ROW, since there has been money set aside for the ROW for a long time.

That is the affect the recession of sending money back to FHWA will have and, also when TXDOT is looking at moving \$200 to \$300 million dollars back into preserving the system our mobility projects are now very critical depending on what happens.

Mr. Tegtmeyer said TxDOT's number one priority is to preserve our system. We will keep our roadways up to par and we will be doing about 90% of the projects we are doing today and the recession will mainly affect the mobility projects.

James Cantrell asked about the roadway on SH 59 and Mr. Brown said SH 59 would be done with Category 6 money, since they are underpasses. Those particular projects will not be delayed. The US 82 Ringgold underpass is still progressing also, and it will be replaced with full width capacity.

Danny mentioned the Texas Transportation Forum, which is July 18, 19 and 20<sup>th</sup>. Mr. Brown wanted to invite and encourage this group to attend this meeting. Since several of the TxDOT people will be attending the Texas Transportation Forum, the CPRTC meeting will need to be moved to August.

**10. Next Meeting Date** – August 16, 2006 at 10:00 A.M.

**11. Topics for Next Meeting** – Updates on Projects on SH 59, US 82, and  
IH 35  
Trans-Texas Corridor

**12. Adjourn** – 11:05 A.M.